

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 OCT 1941

Date of writing Report 14th Oct 1941 When handed in at Local Office 27. 10. 1941 Port of Glasgow

No. in Survey held at Paisley Date, First Survey 25. 10. 40 Last Survey 6. 10. 1941
 Reg. Book. on the RD (Number of Visits 37)

Built at Thorne By whom built R. Dunsmuir Ltd Yard No. 360 Tons Gross
 Engines made at Paisley By whom made Mckie & Baxter Ltd Engine No. 1329 When made 1941-10th and
 Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 85 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute 140

Dia. of Cylinders 12" 20" 32" Length of Stroke 22" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 6.44 Crank pin dia. 6.5" Crank webs as per Rule 6.44 Mid. length breadth 4.5" Thickness parallel to axis 2.3"
as fitted 6.5" Mid. length thickness shrunk 2.6" Thickness around eye-hole 2.8"

Intermediate Shafts, diameter as per Rule 6.13" Thrust shaft, diameter at collars as per Rule 6.44
as fitted 6.4" as fitted 6.5"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.12" Is the tube shaft fitted with a continuous liner No
as fitted as fitted 7.8"

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted as fitted propeller boss ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓

If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft yes If so, state type Newark - Type No 3 Length of Bearing in Stern Bush next to and supporting propeller 29"

Propeller, dia. 8' 3" Pitch 10' 0" No. of Blades 4 Material Cast Iron whether Movable fixed Total Developed Surface 24 sq. feet

Feed Pumps worked from the Main Engines, No. one Diameter 2 1/2" Stroke 12" Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. one Diameter 2 1/2" Stroke 12" Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size Pumps connected to the { No. and size
 { How driven Main Bilge Line { How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

1356 sq ft

Is Forced Draft fitted No. and Description of Boilers One single ended Working Pressure 200 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 29-11-40 Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

Yes as per attached list

The foregoing is a correct description.

For MCKIE & BAXTER, LIMITED

Manufacturer.

DIRECTOR



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Lloyd's Register
Foundation

010953-010960-0048

1940 Oct: 25 - 1941 Jan: 7. 10. 27 Feb: 7. 12. 26 Mar: 3. 10. 19 Apr: 4. 24 May 1. 21. 30
 During progress of work in shops - - June: 5. 26 July: 3. 7. 8. 16. 17. 25. 28. 31 Aug: 13. 14. 19 Sep: 2. 3. 10. 20. 29. 30 Oct: 3. 6
 Dates of Survey while building
 During erection on board vessel - -
 Total No. of visits 37

Dates of Examination of principal parts—Cylinders 26-4-41 Slides 13-8-41 Covers 26-4-41
 Pistons 17-4-41 Piston Rods 3-7-41 Connecting rods 5-7-41
 Crank shaft 26-4-41 Thrust shaft 5-6-41 Intermediate shafts 5-6-41
 Tube shaft ✓ Screw shaft 5-6-41 Propellers 29-4-41 & 5-6-41
 Stern tube 5-6-41 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material Steel Identification Mark 9924 T.P.G. Thrust shaft material Steel Identification Mark 6562 G.A.L.

Intermediate shafts, material Steel Identification Marks 6564 G.A.L. Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark 5566 G.A.L. Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for the use of oil as fuel been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case Yes If so, state name of vessel {R Dundee Yard No 369 McAlister & Co. Ltd. No 1328} 64226

General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been built under

Special Survey in accordance with the Society Rules and approved plans, also in accordance with Specification

The materials & workmanship are good

The engine has been detached to Thomas for installation in Messrs R. Dundee Yard No 360

25/10/41

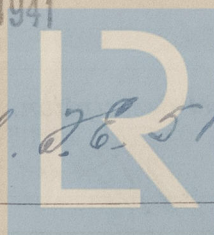
The amount of Entry Fee ... £ 2 : : When applied for,
 Special 28 OCT 1941
 Donkey Boiler Fee ... £ 2 : 46. When received,
 Travelling Expenses (if any) £ : : 19

Committee's Minute GLASGOW 28 OCT 1941

Assigned deferred

G. Henderson & M. R. Gibbons.
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE 9 DEC 1941



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